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22 November 1963

MEMORANDUM FOR: Deputy Director (Science and Technology)

SUBJECT : Daily Activity Report - 22 November 1963

1. SATELLITE SCHEDULE: No change.

2. BRASS KNOB: Mission 3778 landed 21/1337 EST. Pilot reports 25% coverage, no reaction. Mission 3779 scheduled for 22 November 1963 will not be flown.

Effective 22 November 1963 the nickname "BRASS KNOB" is changed to "GOLDEN TREE" because of possible compromise of the former.

Reportedly the U-2, number 350, lost on Mission 3777, has been found in approximately 60 feet of water. According to the report, the fuselage is "virtually intact."

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3. [   ] Aircraft out for periodic inspection. No activity.

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4. EDWARDS AIR FORCE BASE: Preparation for deployment to Ramey Air Force Base, Puerto Rico, for coverage of [   ] targets.

The [   ] Detachment delayed at Hickam AFB, Honolulu, because of the KC-135 having lost number four engine. After last-minute Air Rescue coverage arrangements were made, the U-2 was launched and it arrived at Edwards AFB at 21/2245 EST. The personnel are still at Honolulu awaiting transportation.

5. OXCART Flight Status, 21 November 1963:

a. There were eight flights 21 November 1963.

b. Aircraft #121 made flight #92 for a duration of 56 minutes. Purpose: envelope extension. Maximum speed attained Mach 3.11 (a new high) and an altitude of 76,000 feet. No roughness of the usual encountered in the past and attributable to the inlet duct configuration. However, at Mach 3.08, a low intensity roughness was

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encountered. After, the flight inspection revealed that the left engine afterburner regimesh liner had cracked. (This has been an intermittent problem in the past and various configurations are in test to solve the regimesh liner problem).

b. Aircraft #122 made flight #37 for a duration of 47 minutes. Purpose: inlet/duct investigations. Maximum altitude attained 70,000 feet and Mach 2.5.

c. Aircraft #124 made flight #168 for a duration of 1:54 hours. Purpose: operational pilot instrument check and air refueling training. Maximum altitude 32,000 feet and Mach .94. Mission successful.

d. Aircraft #125 made flight #33 for a duration of 44 minutes. Purpose: operational pilot training. IMaximum altitude attained was 71,000 feet and speed of Mach 2.32.

e. Aircraft #126 made flight #31 for a duration of 2:10 hours. Purpose: EG&G and inertial navigation system tests. Equipment tests were successful.

f. Aircraft #127 made flight #17 for a duration of 47 minutes. Purpose: pilot training and inertial navigation system tests. Mission successful. Maximum altitude 59,000 feet and speed, Mach 2.0.

g. Aircraft #124 made flight #169 for a duration of 1:54 hours. Purpose: night refueling checkout for operational pilots. Mission successful. Maximum altitude attained was 43,000 feet and speed Mach 1.18.

h. Aircraft #129 made flight #9 for 1:02 hours. Purpose: test of electronic inlet control equipment and engine flameout performance checks. Maximum speed 2.63 and altitude 70,000 feet.

6. GENERAL ITEMS:

a. The C-Triple Prime Camera #51 completed post-flight check-outs at ITEK and is being shipped to the Agency Detachment, Edwards Air Force Base, on 22 November. The camera will then be ready for operational use.

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     b. A discussion at OSA Headquarters with LMSC people, _____ (manager of the LMSC "skunk works") reported that a reorganization of the LMSC facility will take place about 1 December. Further, that it is envisaged that the separated Systems Engineering and Technical Direction Committee for the CORONA Program, staffed by Lockheed, will be disbanded. Further, that the

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SE type work for CORONA will be taken over and integrated into the LMSC responsibility at the "skunk works." _____ stated

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that this plan of action has been approved by _____ of SSD.

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